

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JULY 13, 2004**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, July 13, 2004, commencing at 7:02 a.m.

A. ROLL CALL

Present: Council Members – Beckman, Hitchcock, Howard, Land, and Mayor Hansen

Absent: Council Members – None

Also Present: City Manager Flynn, Interim City Attorney Schwabauer, and City Clerk Blackston

B. CITY COUNCIL CALENDAR UPDATE

City Clerk Blackston reviewed the weekly calendar (filed).

C. TOPIC(S)

C-1 "Stockton General Plan and Sphere of Influence"

Community Development Director Bartlam reviewed the City of Stockton Issues and Alternatives summary related to its general plan update and a draft land use diagram (both filed). He reported that the entire plan concept is for a 50 year period in which Stockton anticipates reaching a population of 750,000. He believed that growth would first occur in the area south of Lodi's White Slough property, where an urban village of 50,000 people is planned. He expressed concern regarding the incompatibility of Stockton's proposal to Lodi's ultimate plan for the White Slough property. He reported that Stockton has taken recent actions to amend its sphere of influence ahead of its general plan update effort, which he believed was a clear path to ultimately annexing the property. The Shima Tract, located west of Stockton toward the Delta, is proposed by the Grupe Company. The Spanos development is comprised of several thousand acres. The Alpine packing company has 340 acres along Eight Mile Road.

In reply to Council inquiries, Mr. Bartlam reported that Stockton proposes to build a pipe to the Delta to pick up water, transport it to its treatment facility, and return the treated water back into its domestic system. Stockton's intake pipe would be just south of Lodi's outtake pipe and there is concern that its water quality could be affected by Lodi's discharge. In addition, Mr. Bartlam expressed concern that there was no plan for a buffer between the development and the White Slough property. This could precipitate complaints driven by Stockton or the State, and Lodi may be forced to make changes. He stated that staff would be moving forward in direct opposition to Stockton's environmental document. He estimated that in a month, Lodi's White Slough sphere of influence proposal would be brought before Council.

Discussion ensued regarding three initiatives that would be on Stockton's ballot for the November Election.

PUBLIC COMMENTS:

- Bob Lauchland stated that he was a property owner between Lodi and Stockton and is the farthest east and to the south that the City of Lodi extends for its sewer treatment plant expansion. Mr. Lauchland stated that his property is greatly affected by this decision. He urged Council to consider the impacts of what this would do to vineyard properties.
- Tim Howard believed that this matter was a direct threat on the City of Lodi's integrity. He stated that Lodi's wastewater treatment plant is a resource that is being suffocated by upcoming developments from the south. A negative declaration has been proposed; however, an environmental impact report should be done. The proposed development is on 5,000 acres of prime agricultural land.

Interim City Attorney Schwabauer explained that the mechanism Stockton is trying to achieve is to increase its sphere of influence and then enter into a pre-development agreement. It has already begun negotiating with developers that are intended to vest a right to develop the ground without vesting the right to develop it in a particular way. Once vested, the initiative can no longer take the development right away.

In reply to Mayor Hansen, Mr. Bartlam stated that the comment letter Stockton prepared to the environmental document Lodi prepared on the sphere of influence specifically outlined a concern Stockton had about the White Slough facility. The land use compatibility conflicts with Stockton's preferred general plan. This was mentioned in a letter staff prepared last week pointing out that Stockton itself said an impact existed by developing the land, so they should be considering the proper environmental process. Mr. Bartlam explained that complaints would come through the State and back down through the permitting process. The issue of Lodi's discharge pipe in relation to Stockton's intake pipe within the same body of water would come through a regulatory environment through the State.

Mr. Schwabauer interjected that there is a concept in the law called "coming to the nuisance"; however, it is not as strong as it once was.

Council Member Howard encouraged citizens to call members of the Local Agency Formation Commission to voice their concerns.

Council Member Land asked if there was any potential for a government agency proclaiming eminent domain over Lodi's water treatment plant for a wider regional use.

Mr. Schwabauer replied that Stockton could not do so; however, a larger governmental agency could.

Mayor Hansen asserted that Lodi needs to take whatever action is necessary to protect its rights and investments.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 7:56 a.m.

ATTEST:

Susan J. Blackston
City Clerk

Mayor's & Council Members' Weekly Calendar

WEEK OF JULY 13, 2004

Tuesday, July 13, 2004

- 7:00 a.m. Shirtsleeve Session
 1. Stockton General Plan and Sphere of Influence (CD)
- 7:00 a.m. Special Meeting
 1. Closed Session
 2. Discussion and possible action regarding process
 for hiring a City Manager

Wednesday, July 14, 2004

Thursday, July 15, 2004

5:00 – 8:00 p.m. WGR Southwest Inc., Summer BBQ, 315 West Pine Street, Suite 8.

Friday, July 16, 2004

Saturday, July 17, 2004

6:00 p.m. Patriotic Picnic featuring Congressman Richard Pombo and Military,
 55 York Street.

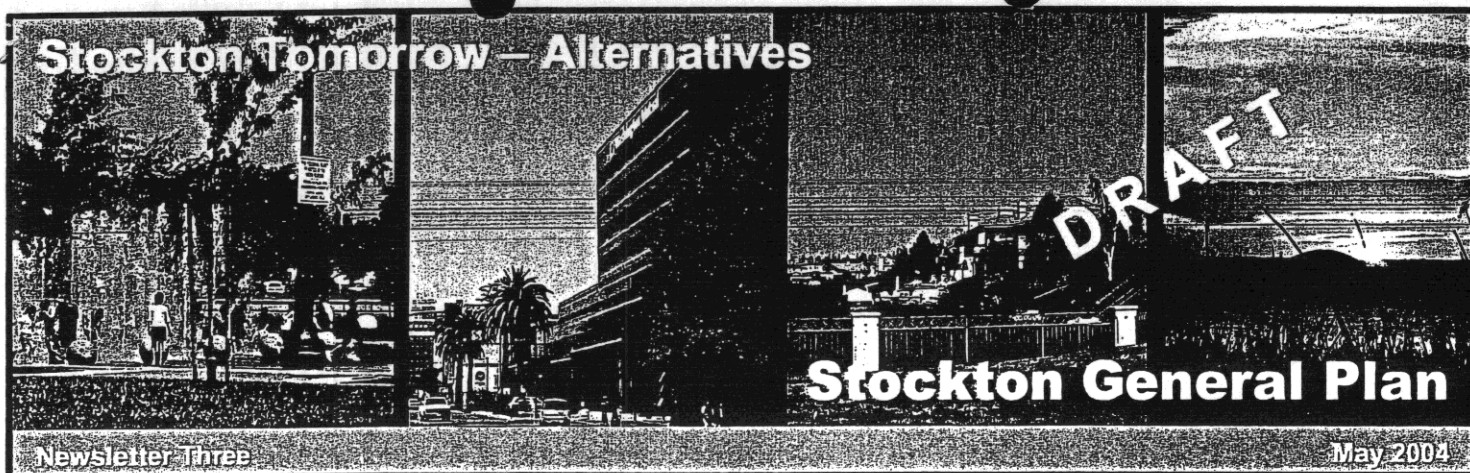
Sunday, July 18, 2004

Monday, July 19, 2004

5:00 – 8:00 p.m. LOEL Center and Gardens and the Lodi Mexican Lions Club, Mexican
 Fiesta Dinner Fundraiser, LOEL Center, 105 South Washington Street.

Disclaimer: This calendar contains only information that was provided to the City Clerk's Office.

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Issues & Alternatives

During development of the General Plan, the City worked with the public to identify key issue areas and strategic themes. Based on input from the public, workshops held with the Planning Commission and City Council, and meetings with City staff, this Issues and Alternatives summary was prepared. The purpose of this summary is to highlight the top issues that pose the most critical policy choices in the General Plan update and to present alternatives to address each issue. This summary also reviews the development of the land use concepts and the preparation of a Preferred Land Use Alternative.

Public Involvement in the General Plan

Website www.stocktongov.com

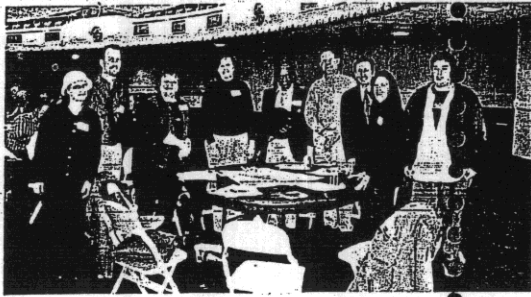
From the City's website, a link is provided to up-to-date information on the General Plan process. This site contains schedules for future meetings and provides a location to download documents prepared during the project.

Newsletters. This is the second of four newsletters that will be prepared to provide updates on the progress of the General Plan.

Community Workshops. A number of community workshops have been and will be held to gain input on issues and opportunities, alternative futures, and the General Plan documents.

General Plan Action Team (GPAT). The City has set up an advisory committee to help in the development of the General Plan. This advisory committee, the GPAT, is designed to work with City staff and the General Plan consulting team. Several subteams have completed their input dealing with specific topic areas. These meetings were all open for public participation.

Public Hearings. Formal public hearings will be held with the Planning Commission and the City Council to consider the General Plan and environmental impact report.

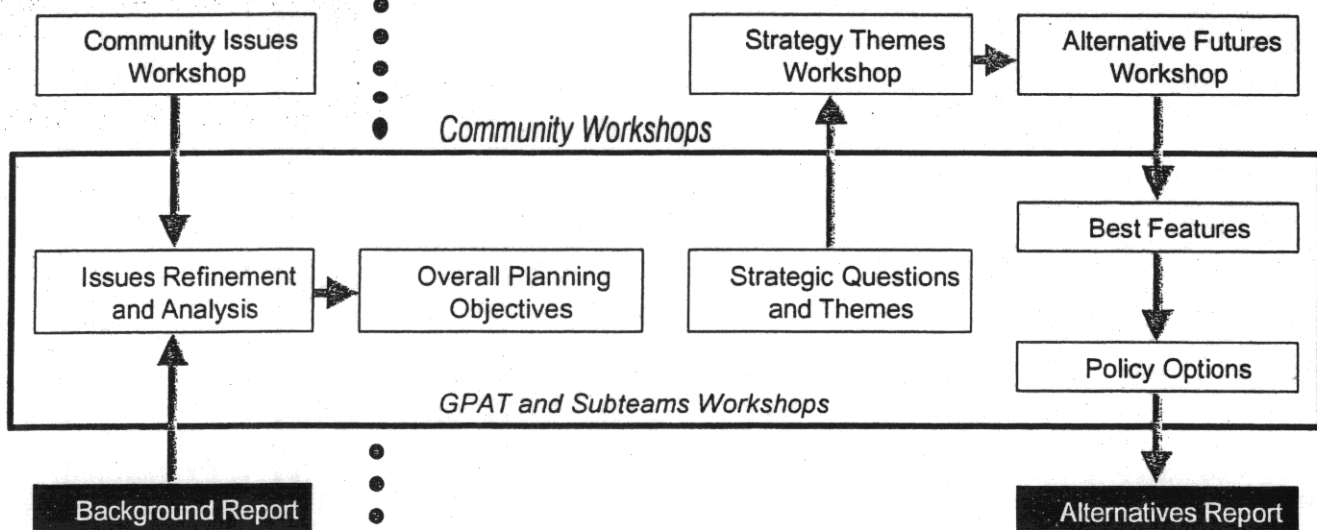


Alternatives Development

How Alternatives Were Developed

The land use alternatives presented in this section are based on the ideas and concepts developed with the public during three community workshops and with the General Plan Action Team (GPAT) and GPAT Subteams at a number of working sessions (see figure below). From this input, as well as input from City staff and the General Plan consulting team, three conceptual land use alternatives were developed. Their purpose was to illustrate alternative scenarios for future growth in order to frame a discussion with the public, GPAT, Planning Commission, and City Council concerning the preferred pattern of future growth. The Preferred Land Use Alternative is a hybrid that combines features from these concept alternatives. The preferred concept developed during the review of this information will serve as the basis for the development of the General Plan and associated environmental impact report (EIR).

The three concept alternatives presented in this document are more than just land use diagrams. Each alternative represents distinct choices related to the degree of infill, density of residential development, direction and location of future growth, transportation concepts, and economic development.



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Topical Alternatives

Based on input from community workshops, the General Plan Action Team (GPAT), the technical subteams of the GPAT, and analysis of existing conditions for the General Plan Background Report, City Staff and the Consulting Team identified eleven key topical issues requiring policy direction before the General Plan could be drafted. Some of these issues relate directly to land use alternatives, some indirectly.

The following summarizes the eleven topical issues, setting out the key policy question for each, posing alternatives for answering the key policy questions, and identifying the alternative recommended for incorporation in the Draft General Plan.

1. Population Assumption/Target

Q. What population should the new General Plan assume for 2025 and 2050?

1. Use SJCOG's 2025 projection (2 percent annual growth) and extend SJCOG's 2 percent rate to 2050.
2. Use SJCOG's 2025 projection but assume a lower rate (1.5 percent) between 2025 and 2050.
3. Assume a 1.5 percent growth rate for both 2025 and 2050.
4. Assume a 2.3 percent growth rate for both 2025 and 2050. (2000 – 2003 growth rate for Stockton)
5. Assume a 3.5 percent growth rate for the first five years, 2.75 percent for the next five years, and 2.0 percent through 2050.

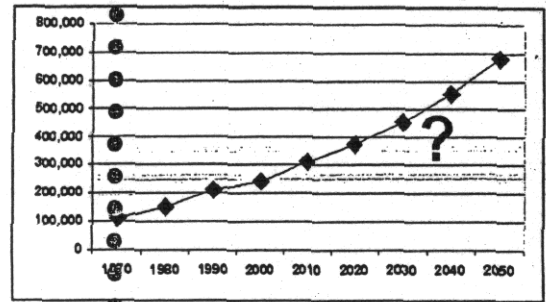
Recommendation: The Preferred Land Use Alternative will be based on Option 1 (two percent growth) which would have a total population of 663,000 by the year 2050. The Preferred Land Use Alternative has an estimated holding capacity of 712,000 at this time, and will be further refined as the process progresses.

2. Residential Development Patterns

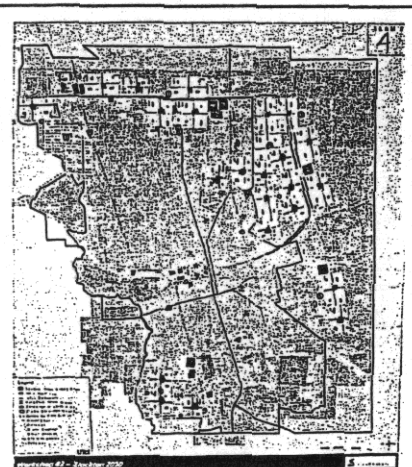
Q. What form should new residential development take?

1. Follow current subdivision residential patterns.
2. Organize new residential development in neighborhood units.

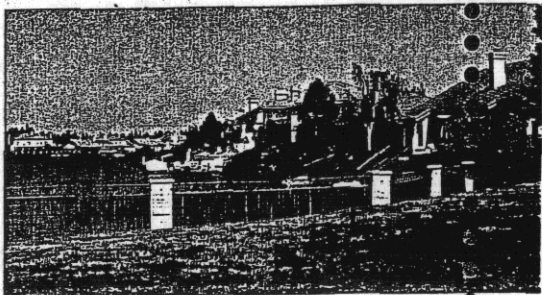
Recommendation: Based on dialog with the City Council on April 20, 2004, the Draft General Plan and Preferred Land Use Plan will be based on a village concept in which new neighborhood units (prototype assumes 10,000 population) will include a mix of single family and multifamily development and a village center at the core made up of neighborhood commercial, higher density housing, schools, and civic open space (Option 2).



According to recently released Dept. of Finance projections, San Joaquin County is now projected to have a 2050 population of 1.7 million. Using the historic population ratio between the City and the County (43.5%), this would estimate a City population potential of up to 743,000 by 2050.



At Community Workshop #3, participants used neighborhood concepts in laying out the future of the City.



Topical Alternatives

3. Balance Between Single Family and Multifamily Residential

Q. What mix between single family and multi-family housing should Stockton try to achieve in new residential development?

1. Maintain the current mix (i.e., 70% sf/30% mf)
2. Increase the proportion of multi-family in new residential development (i.e., 65% sf/35% mf or 60%/40%)

Recommendation: The Draft General Plan and Preferred Land Use Plan will maintain the current mix of approximately 70 percent single family to 30 percent multi-family housing (Option 1).

4. Infill Versus Expansion Development

Q. What is the appropriate balance between infill/recycling development in the interior of Stockton and development at the edge?

1. Emphasize development at periphery and minimize infill development (20% of maximum potential)
2. Plan for moderate infill development (40% of maximum potential)
3. Maximize infill development (60% of maximum potential)

Recommendation: The Draft General Plan and Preferred Land Use Alternative contain periphery development (Option 1) but will also include infill of approximately 40% of the potential units during the 45-year timeframe of the General Plan (Option 2). This infill estimate includes development within the existing city limits, not just in the central core of Stockton.

5. Open Space Buffers

Q. Should Stockton plan for open space buffers?

1. Establish a northern buffer
2. Establish an eastern buffer
3. Establish a southern buffer

Recommendation: The Draft General Plan and Preferred Land Use Alternative will include a permanent open space buffer along the ultimate northern and eastern edges of the future city (Options 1 and 2). The northern buffer will be defined on its south side by the proposed Urban Services Boundary. The northern boundary of the buffer would be defined by the City of Stockton's General Plan boundary (Armstrong Road). The City of Lodi may also adopt a buffer between their city limits and SOI boundary, which is Armstrong Road.

The General Plan will include provisions to encourage infill development within the downtown area as well as other undeveloped portions of the City.

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Topical Alternatives



6. Growth Phasing

Q. How should Stockton phase growth?

1. Let market forces determine the sequence.
2. Sequence of growth based on infrastructure financing.
3. Sequence growth based on policy objectives.

Recommendation: The Draft General Plan will assume growth will be phased based on a combination of market forces and infrastructure financing capacity (Options 1 and 2). More specifically, the Draft General Plan will assume that growth within the next five to ten years will occur primarily in the northwestern part of the Proposed Urban Services Boundary, where there are larger blocks of land in common ownership, property owners have already begun preparing development plans, and infrastructure is relatively easy to extend.

7. Circulation Modes

Q. What is the appropriate balance of transportation modes for meeting future demand?

1. Maintain the current mix of roadways and transit.
2. Plan for increased bus transit services within Stockton.
3. Plan for substantially increased transit services, including fixed-guideway transit (such as light rail), within Stockton.

Recommendation: The Draft General Plan and Preferred Land Use Plan will provide for a combination of modes including bus rapid transit, perhaps even eventually light rail (Option 3).

New roadways and future capacity expansions will be done with an eye towards building in multi-modal capabilities, including bus rapid transit or light rail.



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Topical Alternatives

8. Circulation Capacity

Q. Where should additional north-south capacity be developed to meet future demand?

1. Expand Interstate 5
2. Expand State Route 99
3. Construct a new beltway east of SR 99 and/or west of I-5
4. Expand north-south and east-west arterials within the City, such as Thornton Road, West Lane, Hammer Lane, and March Lane
5. Eight Mile Road Expressway
6. Expand and extend crosstown freeway
7. Arch / Sperry connector
8. Connect Eight Mile Road south to Arch Road

Recommendation: The Draft General Plan and Preferred Land Use Alternative will provide for a set of key transportation improvements to expand both north-south and east-west transportation corridors. Both I-5 and SR 99 would require capacity expansion (Options 1 and 2). March Lane would be extended east beyond SR 99 to connect with a new north-south arterial connecting to an eastern extension of Arch Road to create an eastern beltway (Options 3 and 8). A new north-south connector up to Eight Mile Road was not considered viable at this time. Eight Mile Road would be developed as an expressway (Option 5). An arterial would be developed west of and parallel to I-5 to connect Eight Mile Road and March Lane (Option 3). The crosstown freeway would be expanded and extended west of connect with SR 4. Arch/Sperry would be linked to connect I-5 with SR 99 (Option 6). During development of the Draft General Plan, the traffic loads and potential for capacity expansion will be modeled for the entire Planning Area (Option 4).

9. Job Growth

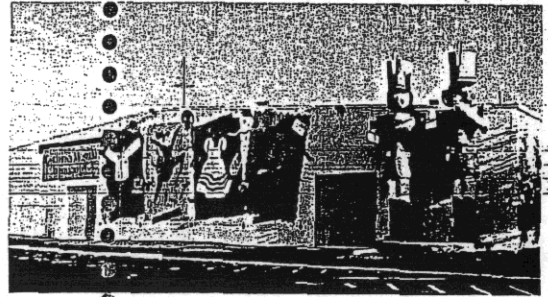
Q. What employment sectors should Stockton target for expansion and how?

1. Focus on Manufacturing
2. Focus on Office Development
3. Focus on Transportation and Wholesale Distribution

Recommendation: The Draft General Plan and Preferred Land Use Alternative are targeted at providing a mix of employment opportunities covering the items for Options 1, 2, and 3, as well as providing the framework to develop new industries. A key to this success will be the City's active role in the development of employment and training opportunities in the City.

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Topical Alternatives



10. New Commercial Development

Q. How/where should Stockton plan to provide for new commercial development?

1. Concentrate commercial development downtown
2. Expand/redevelop existing commercial centers to provide for future expansion opportunities
3. Create new regional centers on the City's edge

Recommendation: The Draft General Plan and Preferred Land Use Alternative would provide for creation of new commercial office and entertainment opportunities in the downtown (Option 1). The General Plan will also include redevelopment of older commercial areas. Some, like the Wilson Way corridor, will be planned for new high density mixed use redevelopment (Option 2). The General Plan will also provide locations for new regional commercial centers at Eight Mile Road and I-5, at Eight Mile Road and SR 99, at French Camp Road and I-5, and at Arch Road and SR 99 (Option 3). This will be complemented with new neighborhood commercial centers at the heart of planned Village centers.

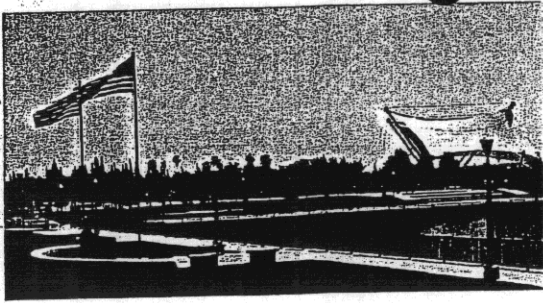
11. Parks and Recreation

Q. What ratio of parks to population should be assumed and what share of community and neighborhood parks should the City pursue?

1. Use current park standard of 3 acres per 1,000 (current standard)
2. Use Quimby Act maximum park standard of 5 acres per 1,000.
3. Use a park standard of 3.5 acres per 1,000.
4. Use a park standard of 6.9 acres per 1,000.
5. Maintain the City's current share of neighborhood (64%) and community parks (36%).
6. Meet the City's existing General Plan standard of 1 acre per 1,000 for neighborhood parks (33%), and 2 acres per 1,000 for community parks (67%).
7. Meet a standard of 3 acres per 1,000 for both neighborhood and community parks.
8. Meet NRPA's standards of 2 acres per 1,000 for neighborhood parks (29%) and 5 acres per 1,000 for community parks (71%).
9. Ensure that parkland at all levels (neighborhood, community, and regional) are included in the General Plan.

Recommendation: The Draft General Plan and Preferred Land Use Plan will be based on Options 2, 7, and 9. For all new developments, a standard of 5 acres/1,000 population will be used. At buildout of the General Plan, the overall City park standard will exceed 3 acres/1,000.

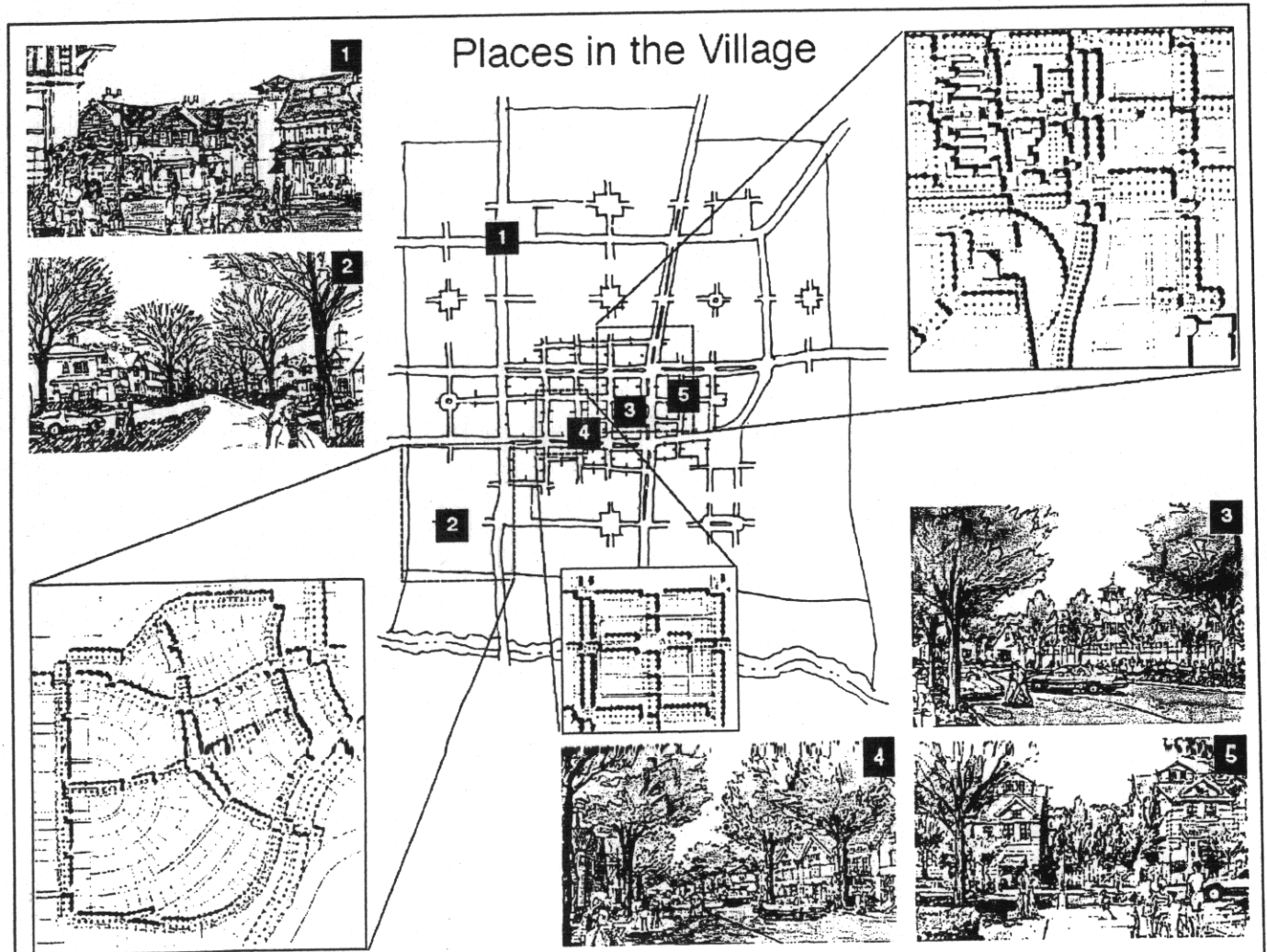
Using the proposed Village plans for new development areas, new parks will be an integral part of new neighborhoods.



8

Village Concept

In working with the community in developing the land use alternatives, there was a call to move beyond building Stockton one subdivision at a time. One of the key components of the Draft General Plan and Preferred Land Use Alternative designed to address this issue is the concept of Villages.



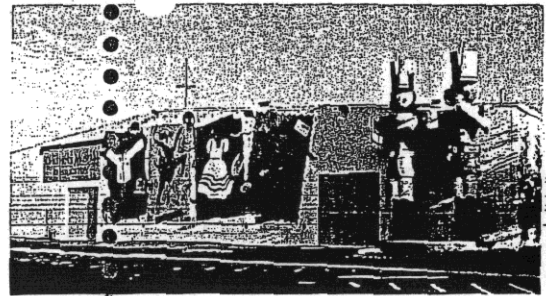
The diagrams and sketches above illustrate the variety of commercial and residential patterns and places that would be found in a prototypical village. Mixing densities and uses around public streets and open spaces supports a pedestrian friendly and social community. Villages would be comprised of connected and social neighborhoods rather than isolated soundwall subdivisions.

Above:

(1) Neighborhood commercial and schools (2) Single-family neighborhoods (3) town center district park and shopping (4) Medium density housing in village center neighborhood (5) Apartments in town center district

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"City of Villages"



Stockton's pre-WWII development patterns emphasized development of neighborhoods with walkable tree-lined streets connected by streetcars. The neighborhoods included commercial and institutional uses that supported their inhabitants. The City of Villages concept explores contemporary expression of the best of the Stockton's traditional neighborhoods. These concepts would apply to both new villages that are developed at the edges of the community and infill villages that build out land available within the city limits. There are five planning concepts that support the larger "City of Villages" concept.

1 Each village would be connected to the city's overall circulation and open space systems. Transit armatures, open space corridors, waterways, civic streets and other organizational features would link villages to each other and the rest of the community. Each village would contribute to the design of the entire city.

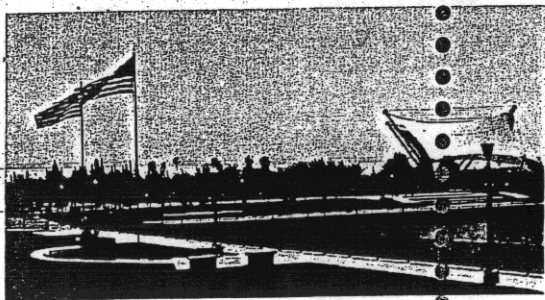
2 A mix of housing and uses would be found in every village. Denser housing would be located along transit routes and adjacent to commercial areas. Uses would be mixed and organized around public streets and spaces. Housing, employment, civic facilities and commercial services would become part of mixed-use town centers. Institutional uses, such as churches and schools, would be located in residential areas providing an opportunity for joint use of park spaces and provide neighborhood social and physical focal points.

3 An underlying organization feature of the villages would be their scale and patterns that are conducive to walking and using transit. Block patterns, walking routes and edges, social orientation of buildings, and streetscapes provide for pedestrian comfort and interest.

4 Stockton has a variety of parks and waterways that transverse the city. Future parkways and civic corridors would add other citywide organizational features that will connect villages and their neighborhoods together. Each village would contribute to making connections.

5 Each village would provide commercial and institutional services that support the local population. This would include a grocery store, shops, restaurants, elementary schools, post office and neighborhood parks. Some villages may also include uses that support larger portions of the city such as shopping centers, high schools, libraries, and regional or community parks.

Village Land Use Principles



There are four overall land use principles for the villages. The principles emphasize creating a variety of housing and neighborhood types, providing commercial and public services, and integrating communitywide facilities into villages.

Land Use Principle 1

Villages should be comprised of neighborhoods that contain a variety of housing types, densities, and character.

High-Density

High-density apartments and flats should be integrated into each neighborhood. They should not be treated as enclaves but designed to reinforce public streets and places. It should be located close to transit and shopping.

Medium Density

Townhouses and small lot single-family development should be integrated into neighborhoods and provide a transitional scale between apartments, schools, and commercial uses.

Low Density

Single family residential development should be planned in neighborhood units and include a mix of high and medium density uses. They should not be planned and designed as separate walled subdivided land. They should make opportunities for granny flats and accessory dwelling units (now required by state law-AB1866).

Specialty Housing

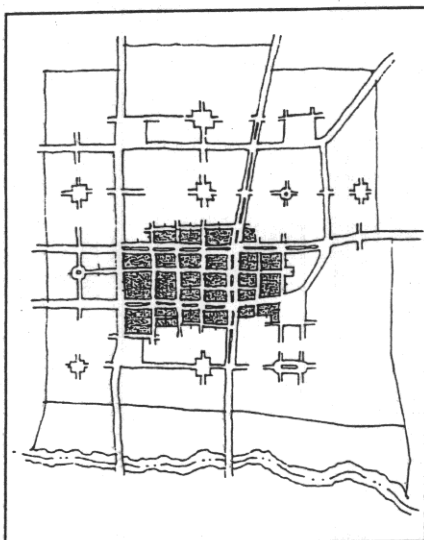
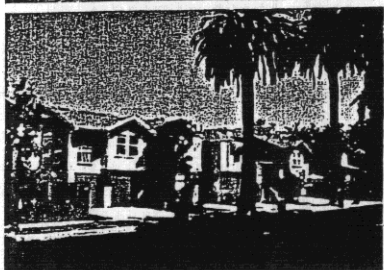
Specialty housing, such as elderly housing, should be included as an integral part of village plans and the community.

Land Use Principle 2

Villages should develop with four distinctly different types of areas.

Town Center District

The Town Center should be a transit-oriented mixed-use district that contains commercial services, high-medium density housing, and urban-scaled public spaces.

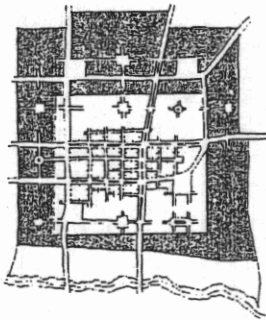


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Village Land Use Principles

Village Center Neighborhoods ▶

The village neighborhoods should be located adjacent to Town Center districts. These neighborhoods should have a formal character and a mix of housing types and densities.

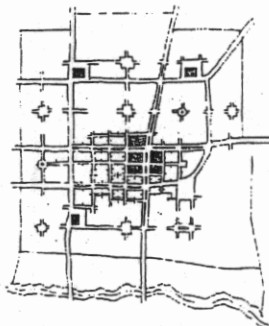
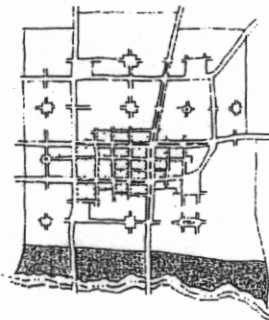


◀ Outer Neighborhoods

The other residential areas located outside the Village Center Neighborhoods should be planned for lower residential densities and can have a relaxed, informal character.

Agricultural-Residential Neighborhoods ▶

In some cases villages may be developed on the edge of the community or near environmentally sensitive or agricultural areas. They should be developed as neighborhoods with a distinctly rural flavor.



◀ Land Use Principle 3

Each village should provide commercial services, schools and other institutional uses as an integral part of town center districts and neighborhoods.

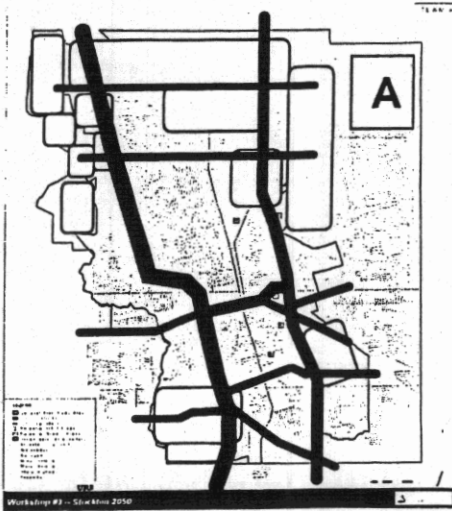
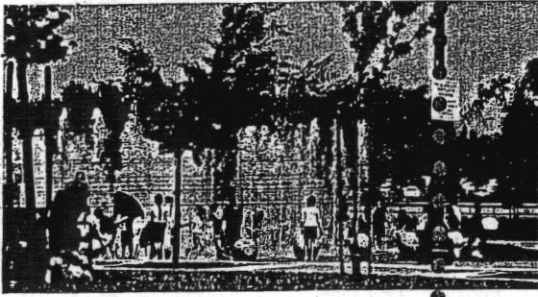
Land Use Principle 4

Subregional and communitywide serving uses, such as high schools, libraries and shopping centers should be located, planned and designed to fit into villages.



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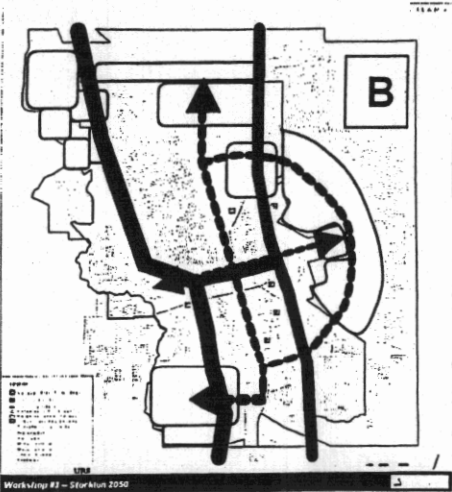
Land Use Concepts



Based on the input received from the public workshops and the GPAT, three land use concepts were developed to form the basis for further discussion and to help develop the preferred land use plan

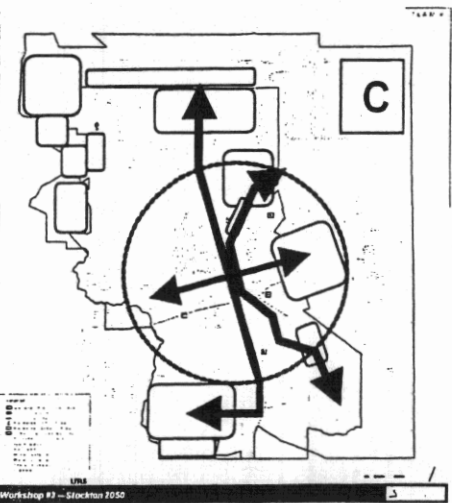
Concept A

This concept focused development in the northwest, north, and southwest portions of the city, extending development to the edge of the Study Area. The plan would depend on I-5 and SR 99 to connect the City to the region. The "ladder" pattern of east-west thoroughfares would be extended to connect new neighborhoods to existing commercial corridors. A low level of infill was assumed to occur (20%). Issues with this concept included the lack of a buffer on the north, low infill, and over reliance on the roadway / highway system.



Concept B

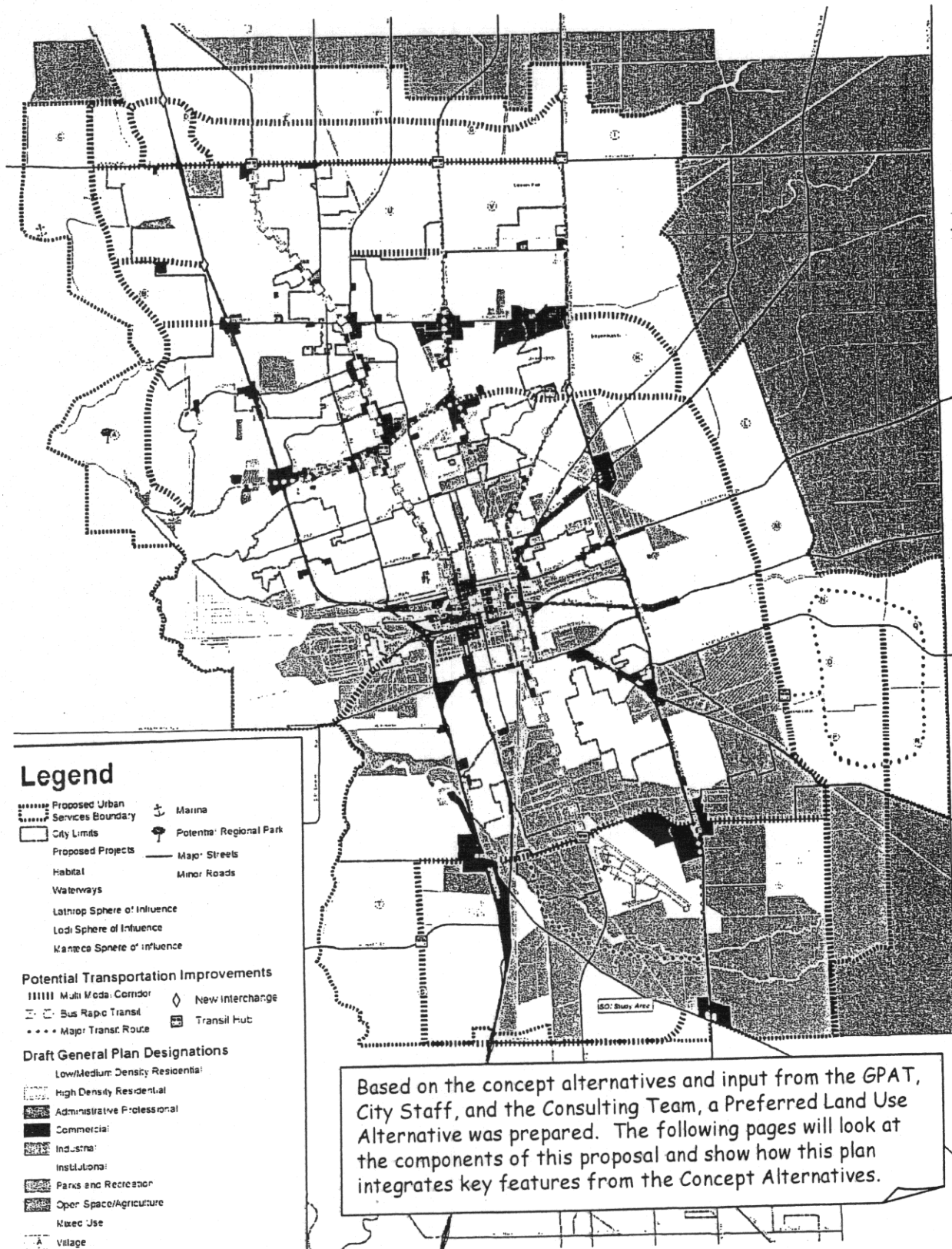
This concept reduced development in the northwest and north, increased development on the eastern side of the Study Area, and promoted a medium level (40%) of infill with the existing City limits. A new arterial connector road would tie the eastside neighborhoods together and connect them to the City. A hub-spoke transit system would radiate from downtown to infill and new development areas. Issues with this concept included limiting development on the northwest/north corridor (due to large ownerships and available infrastructure, this was seen as the key development area in the near term), difficult expansion in portions of the eastern edge due to existing development and lack of infrastructure.



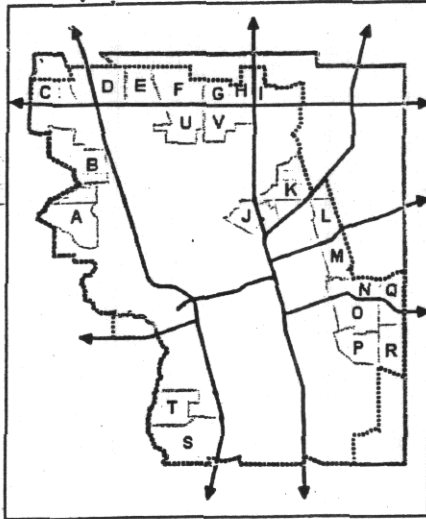
Concept C

This concept looked at a shift in development within the community from low density residential to medium and high density development as the norm. Expansion of the City was limited to limited areas along the edges of the existing community. Sixty percent vacant land infill was assumed. The alternative would feature a north-south transit spine connecting infill corridors and growth areas to the downtown. Issues with this concept included the ability of older infrastructure to handle the density increases discussed and the paradigm shift from housing types currently sought in the market (single family homes) to urban densities focused on small lot development, attached dwellings, and multi-family housing.

Preferred Land Use Alternative



Preferred Land Use Alternative



Development Potential

The Preferred Land Use Alternative incorporates portions of the three land use concepts. Under this alternative, new growth will occur in the northwest, north, east, southeast, and southwest based on a combination of ideas presented in Concepts A and B. In addition, the Preferred Land Use Alternative will include policies and programs aimed at encouraging and facilitating the development of infill projects both in the downtown and undeveloped/underutilized sites throughout the existing City limits.

The table below shows an estimated buildout of the General Plan. This is a preliminary look at buildout, and will be further refined as the General Plan is developed.

Village Acres*	Avail. Acres	Residential Units					Population	Institutional	Parks Open Space	NC	CC
		VLDR	LDR	MDR	HDR	Total					
A	1,978	360	2,164	1,080	900	4,504	13,512	25	50	12	
B	1,715	-	3,836	2,192	2,740	8,768	26,304	50	100	24	
C	651	-	1,444	824	1,040	3,308	9,924	20	40	10	
D	1,890	-	4,056	2,320	2,900	9,276	27,828	55	110	27	60
E	1,072	-	2,384	1,360	1,700	5,444	16,332	33	65	16	
F	1,605	-	3,580	2,048	2,560	8,188	24,564	48	95	23	
G	634	-	1,424	816	1,020	3,260	9,780	18	35	9	
H	652	-	1,336	760	960	3,056	9,168	20	40	10	40
I	1,087	-	2,188	1,248	1,560	4,996	14,988	30	60	15	
J	649	-	808	1,616	2,020	4,444	13,332	23	45	11	
K	1,805	-	3,048	1,744	2,180	6,972	20,916	40	80	20	
L	953	254	1,528	760	640	3,182	9,546	18	35	9	
M	970	296	1,780	888	740	3,704	11,112	20	40	10	
N	942	-	2,104	1,200	1,500	4,804	14,412	28	55	14	
O	2,145	-	4,796	2,744	3,420	10,960	32,880	63	125	30	
P	1,300	-	2,908	1,664	2,080	6,652	19,956	38	75	18	
Q	1,189	-	2,656	1,520	1,900	6,076	18,228	35	70	17	
R	1,163	-	2,592	1,480	1,860	5,932	17,796	35	70	17	
S	1,621	-	3,620	2,072	2,580	8,272	24,816	48	95	23	
T	1,354	-	3,020	1,728	2,160	6,908	20,724	40	80	20	
U	1,377	-	3,076	1,760	2,200	7,036	21,108	40	80	20	
V	1,342	-	2,824	1,616	2,020	6,460	19,380	40	80	20	60
TOTAL	28,094	910	57,172	33,440	40,680	132,202	396,606	767	1,525	375	160

VLDR - Very Low Density Residential (2 du/ac)

LDR - Low Density Residential (4 du/ac)

MDR - Medium Density Residential (8 du/ac)

HDR - High Density Residential (20 du/ac)

NC - Neighborhood Commercial

CC - Community Commercial

* Village A is considered to be 50% developable. Others are assumed at 90%.

2003 Population	261,253
Village Buildout	396,606
Approved Subdivisions	12,558
City Infill	20,010
Unincorporated Buildout	21,360
TOTAL	711,787

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Preferred Land Use Alternative

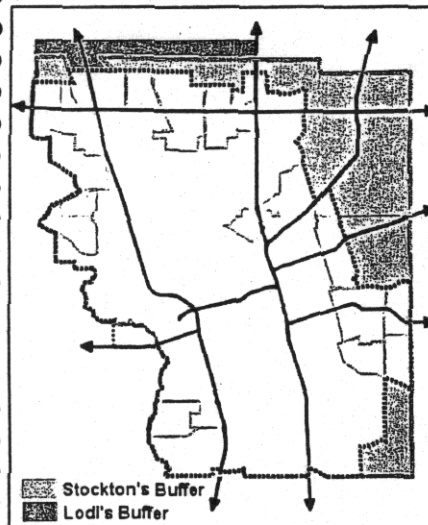
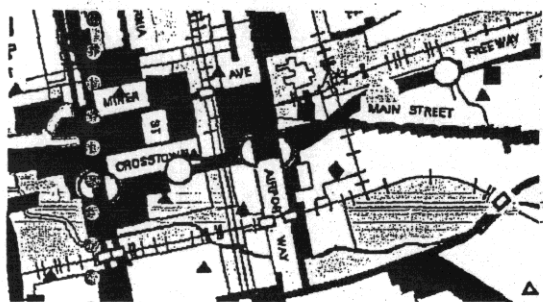
Buffers

The Preferred Land Use Alternative incorporates permanent open space buffers on the west and north sides and long-term open space buffer on the east side of the Study Area. On the Preferred Land Use Alternative, the area proposed for urban development is designated by an Urban Services Boundary. Inside this boundary, the City will provide urban infrastructure and plans for urban development. Outside this line, the area would be held for agricultural and open space uses.

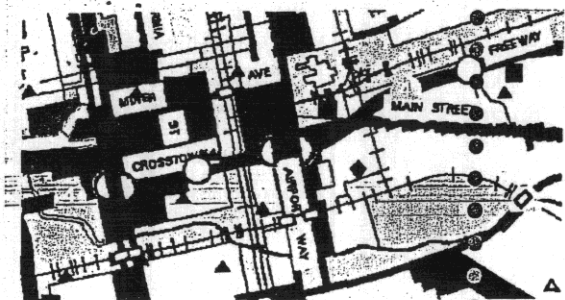
The western edge utilizes the Primary Zone of the Delta as a buffer. Along the northern edge of the Study Area, a minimum $\frac{1}{2}$ mile buffer is proposed. It is assumed that the City of Lodi will work with Stockton in providing a minimum $\frac{1}{2}$ mile buffer within their sphere of influence, thereby establishing a one mile buffer between the two cities.

On the east side of the community, a large area is designated for agricultural and open space uses. On the south side of the community, no buffer is proposed due to the existing level of development in the area.

The General Plan will evaluate the possibility of creating a fee structure to acquire agricultural and open space easements and other tools that can be used to protect these areas on a permanent basis.



Preferred Land Use Alternative



Circulation

The proposed circulation system for the Preferred Land Use Alternative is intended to capitalize on several of Stockton's key transportation assets, and to allow maximum flexibility as the city grows and develops over time. The land use plan emphasizes infill and revitalization of the downtown, supported by the downtown transit center, which provides connections between local and regional transit services. A key feature of the circulation system would be the primary transit corridor that stretches along Pacific Avenue from Eight Mile Road to the downtown transit center, and then south along Airport Way to a transit hub near the airport. Express transit service is envisioned for this corridor as it would connect the major new and existing residential areas, two college campuses, and key commercial areas with the downtown commercial and employment center, the airport, and its adjacent employment destinations. Enhanced transit services are also envisioned along several of the major corridors through the city, including Eight Mile Road, West Lane and March Lane.

Flexible multi-modal corridors would serve the new growth areas in the north, northwest and southeast areas of the city, and connect to roads designed to provide efficient circulation through the city (such as Hammer Lane, March Lane, and Arch-Sperry Road). In addition to serving automobiles, pedestrians, and bicyclists, these facilities would be designed to accommodate varying levels of transit service (e.g., local bus, commuter bus, and bus rapid transit) as land uses and travel patterns mature over the 50-year planning horizon. Development is minimized to the northeast, due to issues related to land use compatibility and the difficulty of providing adequate transportation connections to the rest of the city. Circulation would be enhanced around the major employment areas to the south, through potential improvements such as the extension of the Crosstown Freeway to better serve the Port area, the Arch-Sperry Road extension, and upgraded roads and transit services around the airport.

